

Route Name	Segment name	Segment Details		Off-Road							Traffic Safety				Connectivity					Right of Way			Environment				Connectivity (cont'd)		Economic					
		CALC. Segment Length (miles)	INPUT: Segment Length (feet)	Notes: Facility Type	Facility type / Proportion of off-road vs. on-road facility							Driveway Crossings		Roadway Crossings		Shortest distance to access/egress		Distance to Town Centers		Flattest Route	Population	# of parcels overlapping trail	Level of ROW coordination	Construction access & constructability	Wetland Impact		Use of existing road/rail		Floodplain/floodway impact		Education via access to Farmington River	Max Distance to businesses		
					L.F. Separated corridor (rail line abandoned, utility easement, riverfront)	Data for Scoring Matrix Input	L.F. Side path within road ROW	Data for Scoring Matrix Input	L.F. Striped bike lane or shared lane on low vol/speed street	Data for Scoring Matrix Input	[Calc] Error check for totals - should each equal 100%	# residential driveway crossings	Data for Scoring Matrix Input	# commercial driveways and at-grade roadway crossings	Data for Scoring Matrix Input	# cross streets or commercial areas including trailheads (access/egress points)	# parking areas (access/egress points)	Data for Scoring Matrix Input	Distance from Simsbury Center to Tariffville Center (total of route distance column C)	Data for Scoring Matrix Input	Highest point on route in feet (no values <187, use 187). Data source: Nearmap DEM Elevation profiles. (Simsbury parking lot)/15 = Score				Data for Scoring Matrix Input	S.F. of residential area within 1/4 mile of trail fee	Data for Scoring Matrix Input	Data for Scoring Matrix Input	Linear length of trail using rail bed	Linear length of trail using roadway	Data for Scoring Matrix Input	Linear length of trail overlapping with floodplain [GIS] (regulatory floodway and 100 year flood area).	Data for Scoring Matrix Input	Linear length of trail option located within 100' of Farmington River [GIS Buffer]
T1: Tarrifville Connector Trail - full length		0.7	3,630	Side path	0	0.0%	3,630	100.0%	0	0.0%	100.0%	0	0.00	4	1.10	4	2			187	1.0						0	0	0	0.00		807	60	
F1: FCHT (Farmington Canal Heritage Trail) - T-ville connector trail to parking lot intersecting with 1A/2		0.5	2,554	Separated corridor	2,554	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	3	1.17	3	2			187	1.0						0	0	0	0.00		0	60	
F2: FCHT (Farmington Canal Heritage Trail) - Parking lot intersecting with 1A/2 up to intersection with 5		3.2	17,094	Separated corridor / side path	14,798	86.6%	2,296	13.4%	0	0.0%	100.0%	0	0.00	9	0.53	9	3			216	0.3						0	0	0	0		0	60	
F3: FCHT (Farmington Canal Heritage Trail) - T-ville connector trail to 1B intersection		1.2	6,110	Separated corridor	6,110	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	5	0.82	5	2			187	1.0						0	0	0	0		0	60	
1A-A (to end via Main St/Ext)		0.5	2,674	Separated corridor	2,213	82.8%	0	0.0%	460	17.2%	100.0%	5	1.87	1	0.37	5	1			187	1.0					270	0	0	460	300	420	60		
1A TOTAL		2.3	12,174		11,713	96.2%	0	0.0%	460	3.8%	100.0%	5	1.87	4	0.00	4	2	2.6	2.3	18.5	1.0	6,321,407.30	55.2%	6	6	0	1,935.00	4450	460	40.3%	3,660.00	38.0%	1904	15.6%
F3		1.2	6,110		6,110	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	5	0.82	5	2			1.2	187	1.0	0				0	0	0	0		0	60	
1B		0.7	3,778		3,778	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	1	0.26	1	0			0.7	188	0.9	0				800	950	0	2350	0	0	60	
1A-A (to end via Main St/Ext)		0.5	2,674		2,213	82.8%	0	0.0%	460	17.2%	100.0%	5	1.87	1	0.37	5	1			0.5	187	1.0	0				270	0	460	300	420	60		
1A-1B connector		0.3	1,332		1,332	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	0	0.00	0	0			0.3	187	1.0	0				500	0	0	1430	455	60		
1B TOTAL		2.6	13,894		13,433	96.7%	0	0.0%	460	3.3%	100.0%	5	1.87	7	1.46	7	2	3.4	2.6	16.8	0.9	4,154,787.96	36.3%	4	4	0	1,570.00	950	460	10.1%	4,080.00	52.4%	875	6.3%
F1		0.5	2,554		2,554	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	3	1.17	3	2			0.5	187	1.0	0				0	0	0	0.00		0	60	
1A		1.3	6,946		6,946	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	0	0.00	0	0			1.3	187	1.0	0			1665	4450	0	3360	1484	60			
1A-A (to end via Main St/Ext)		0.5	2,674		2,213	82.8%	0	0.0%	460	17.2%	100.0%	5	1.87	1	0.00	1	0			0.5	187	1.0	0				270	0	460	300	420	60		
1A TOTAL		2.3	12,174		11,713	96.2%	0	0.0%	460	3.8%	100.0%	5	1.87	4	0.00	4	2	2.6	2.3	18.5	1.0	6,321,407.30	55.2%	6	6	0	1,935.00	4450	460	40.3%	3,660.00	38.0%	1904	15.6%
F1		0.5	2,554		2,554	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	3	1.17	3	2			0.5	187	1.0	0				0	0	0	0.00		0	60	
2 (edit to end at gazebo)		1.7	9,109		8,649	95.0%	0	0.0%	460	5.0%	100.0%	5	0.55	1	0.11	1	1			1.7	187	1.0	0				570	7100	460	300	1761	60		
2 TOTAL		2.2	11,663		11,203	96.1%	0	0.0%	460	3.9%	100.0%	5	0.55	4	1.28	4	2	2.7	2.2	19.0	1.0	6,958,620.10	60.8%	5	5	0	570.00	7100	460	64.8%	300.00	3.3%	1761	15.1%
T1		0.7	3,630		0	0.0%	3,630	100.0%	0	0.0%	100.0%	0	0.00	4	1.10	4	2			0.7	187	1.0	0				0	0	0	0		807	60	
3A (to 1A-A)		1.3	6,610		4,376	66.2%	2,234	33.8%	0	0.0%	100.0%	0	0.00	2	0.30	2	0			1.3	187	1.0	0				0	3250	0	3200	3842	60		
1A-A (to end at Main St/Ext)		0.5	2,674		2,213	82.8%	0	0.0%	460	17.2%	100.0%	5	1.87	1	0.37	1	0			0.5	187	1.0	0				270	0	460	300	420	60		
3A TOTAL		1.9	12,914		6,589	51.0%	5,864	45.4%	460	3.6%	100.0%	5	1.87	7	1.78	7	2	3.7	2.4	17.8	1.0	9,372,905	81.9%	6	6	0	270.00	3250	460	28.7%	3,500.00	37.7%	5069	39.3%
T1		0.7	3,630		0	0.0%	3,630	100.0%	0	0.0%	100.0%	0	0.00	4	1.10	4	2			0.7	187	1.0	0				0	0	0	0		807	60	
3A (edit to end at 3B)		0.4	2,252		0	0.0%	2,252	100.0%	0	0.0%	100.0%	0	0.00	2	0.89	2	0			0.4	187	1.0	0				0	0	0	840	1721	60		
3B		0.7	3,763		430	11.4%	860	22.9%	2,473	65.7%	100.0%	14	3.72	1	0.27	2	0			0.7	194	0.7	0				0	0	2,473	0	0	60		
3A (3B to gazebo)		0.7	3,666		3,206	87.5%	0	0.0%	460	12.5%	100.0%	5	1.36	1	0.27	1	0			0.7	187	1.0	0				270	1800	460	300	420	60		
3B TOTAL		2.5	13,311		3,636	27.3%	6,742	50.6%	2,933	22.0%	100.0%	19	5.08	8	2.53	9	2	4.4	2.5	17.4	0.7	10,071,109	88.0%	6	6	0	270.00	1800	2933	35.6%	1,140.00	11.8%	2948	22.1%
T1		0.7	3,630		0	0.0%	3,630	100.0%	0	0.0%	100.0%	0	0.00	4	1.10	4	2			0.7	187	1.0	0				0	0	0	0		807	60	
3C		0.7	3,874		3,874	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	1	0.26	1	0			0.7	187	1.0	0				0	0	0	3,874	2581	60		
3A (3C to gazebo)		1.2	6,324		5,864	92.7%	0	0.0%	460	7.3%	100.0%	5	0.79	1	0.16	1	0			1.2	187	1.0	0				270	3250	460	1980	2540	60		
3C TOTAL		2.6	13,828		9,738	70.4%	3,630	26.3%	460	3.3%	100.0%	5	0.79	6	1.52	6	2	3.1	2.6	16.9	1.0	9,005,855	78.7%	6	6	0	270.00	3250	460	26.8%	5,854.00	57.4%	5928	42.9%
T1		0.7	3,630		0	0.0%	3,630	100.0%	0	0.0%	100.0%	0	0.00	4	1.10	4	2			0.7	187	1.0	0				0	0	0	0		807	60	
4A (to gazebo)		2.4	12,626		9,996	79.2%	880	7.0%	1,750	13.9%	100.0%	13	1.03	10	0.79	7	0			2.4	310	0.1	0				570	690	1,750	1140	1216	60		
4A TOTAL		3.1	16,256		9,996	61.5%	4,510	27.7%	1,750	10.8%	100.0%	13	1.03	14	1.89	11	2	4.2	3.1	14.6	0.1	10,067,277	88.0%	6	6	0	570.00	690	1,750	15.0%	1,140.00	9.0%	2023	12.4%
T1		0.7	3,630		0	0.0%	3,630	100.0%	0	0.0%	100.0%	0	0.00	4	1.10	4	2			0.7	187	1.0	0				0	0	0	0		807	60	
4A (T1 to 4b)		0.2	880		0	0.0%	880	100.0%	0	0.0%	100.0%	0	0.00	2	2.27	2	0			0.2	187	1.0	0				0	0	0	840	796	60		
4B		0.4	1,926		1,926	100.0%	0	0.0%	0	0.0%	100.0%	0	0.00	1	0.52	1	0			0.4	312	0.1	0				0	0	0	0	0	60		
4A (4B to gazebo)		1.6	8,386		6,636	79.1%	0	0.0%	1,750	20.9%	100.0%	13	1.55	8	0.95	5	0			1.6	310	0.1	0				270	690	1,750	300	420	60		
4B TOTAL		2.8	14,822		8,562	57.8%	4,510	30.4%	1,750	11.8%	100.0%	13	1.55	15	4.85	12	2	5.0	2.8	16.0	0.1	10,234,190	89.4%	9	9	0	270.00	690	1,750	16.5%	1,140.00	10.2%	2023	13.6%
5 (Start at gazebo)		2.7	14,500		7,199	49.6%	301	2.1%	6,400	44.1%	95.9%	9	0.62	11	0.76	11	0			2														